

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 2:43 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 029 Const Calendar Day: 925 Date: 21-Mar-2012 Wednesday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 05:00 AM 04:00 PM Break: 00:30 Over Time: 02:30

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 60 - 70 4PM**Precipitation****Condition** eraly morning overcast, otherwise sunny and hotWorking Day ☒ If no, explain:**Diary:**

Dispute

cable erection

INSTALLATION of Strand No. 104



1. Strand #100 South:

Expected Adjustment: 19mm West;

Adj. made: 20mm West (Plate moved on Eric during the adjustment)

Result: SAG measurement of 805mm by ABF & CT, which is -1mm off target;

2. Strand #101 South (at 5:56):

With the less than desirable geometry, it was difficult to make meaningful mark on this strand, consequently, I could not independently check the amount of adjustment on this strand.

Result: A SAG measurement of 396mm, which ABF considers a (-7mm) & CT a ZERO. Eric told me that an average value of the two measurements was used in this case.

3. Strand #102 South:

Adjusting 71mm West (per Eric) and 70mm (per yours truly) at 6:11, which resulted in a Non-Acceptable SAG;

Adj #2: Shooting for 8mm to the West; Eric recorded 8mm of adjustment and I did 9mm;

Result: With the Target of 464mm, ABF recorded 461mm (-4mm) and CT 464mm;

4. Strand #103 South:

Adjusting 50mm West at 6:36;

Result: ABF & CT both recorded a SAG measurement of 526mm with a Target of 520mm (+6);

Adj. #2: moving 2mm to the West;

Result: ABF SAG measurement of 525mm Vs. CT of 521mm; GOOD

5. Strand #101 North:

Similar to its counterpart of the South, I could not make a meaningful mark on the first Adjustment before getting creative on the 2nd one.

Adj. #2 (@7:04): moving 28mm West (Eric's) or according to mine 30mm West;

Result: ABF's SAG measurement of 423mm Vs. CT's of 414mm against a Target of 410mm;

Adj. #3 (@7:13): moving 2mm to the West;

Result: ABF's 409mm Vs CT's 408mm;

6. Strand #102 North:

Expected Adjustment: 43mm west;

Adj. made (@7:20): 42 1/2 mm;



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Result: ABF's 481mm Vs. CT's 479mm against a Target of 467mm;

Adj. #2: 4mm West

Result: ABF & CT both registered a SAG measurement of 472mm (+5);

7. Strand #103 North:

Expected Adjustment: 55mm West;

Adj. made (@7:33): 55mm wets;

Result: ABF's 531mm Vs. CT's 539mm against a Target of 524mm;

Adj. #2 (@7:35): 4mm west:

Result: ABF's 514mm Vs. CT's 521mm;

Adj. #3 (@7:40): 2mm West:

Result: ABF's 527mm Vs. CT's 524mm;

Yesterday, following my departure from the field, Strands No. 102 and 103 were installed on the North side, and Strands No. 100, 101, 102, and 103 installed on the South side. At this time, Strand #104 was Floated out and HEXed (formed into a hexagon), but not knifed, yet. Strand #105, was Floated up over the main span, and Strand #106 was being Hauled.

The pace of work was quite slow at this corner up until 9:00, when the Hauling of Strand #106 resumed. I heard that there were some problems at the tower that has delayed work progress at the East end. Attempted to contact folks at the tower to investigate the problem, but was not able to contact anyone. During the lull, the only operation of significance at this corner was the HEXing of Strand #105, by James and Jacks who completed this task just to the East of the sply saddle.

The following sums-up all the work that took place during my field inspection:

- At 9:00, resume Hauling Strand #106-finally;
- At 9:02, feeding slack to the east end for Strand #104 North-finally;
- At 9:05, James Sturgeon and James Wilkerson were back to their posts to form strand #104 North;
- At 9:25, forming of Strand #104 North began;
- At 9:45, measured the Engagement and the Stick-out lengths:
Engagement L.: $700 - (595) = 105 > 100\text{mm}$, Good
Stick-out: $9 < 10\text{mm}$, Good

- At 9:50, begin INSTALLATION of Strand #104N.;
- At 10:40, Hauling of Strand #106 was complete;
- At 10:54, the INSTALLATION of Strand #104N was complete;
- At 10:47, the tugger cable was attached to the socket lug on Strand #107;
- At 11:00, I helped Eric (ABF Engineer) laying out measurement marks on the anchor rods for Strands 105, 106, 107, 108, 109, and 124;
- At 11:05, Float out Strand #105 (switching from the primary winch to the 2ndary winch);
- At 11:35, attach the socket to the haul frame on Strand #107;
- At 11:40, begin the Hauling of Strand #107;
- Safety Meeting at 12:00, regarding the recalled Harnesses and Lanyards;

Summary

- ☐ Strand #104N installed;
- ☐ Strand #105N floated out;
- ☐ Strand #106N floated up over the North Main Span ;
- ☐ Strand #107 being hauled;
- ☐ The HEXing (forming to a hexagon) of Strand #105 was within 300mm of the east end of the N. saddle;
- ☐ For all work done following 12:30, please refer to Tai-Lin Liu's report;
- ☐ For the names of all crew members, please refer to Tai-Lin Liu's report;
- ☐ Hours worked: 5:00 – 16:00
- ☐ Overtime Hours: 2 1/2

04-0120F4

Bid Item: 067

C-PWS-076.067

Install & Adjust PWS 76-80



ddrRptbyBidItem

Daily Diary Report by Bid Item

Job Name: 04-0120F4 Inspector Name Soheilifard, Saman Diary #: 029 Date: 21-Mar-2012 Wednesday

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-086.067 Install & Adjust PWS 86-90

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-091.067 Install & Adjust PWS 91-95

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-096.067 Install & Adjust PWS 96-100

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-101.067 Install & Adjust PWS 101-105

AMERICAN BRIDGE/FLUOR, A JV

04-0120F4 Bid Item: 067 C-PWS-006.067 Install & Adjust PWS 6-10

AMERICAN BRIDGE/FLUOR, A JV